





## SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held yesterday, Mr. D. W. Tristram (President) presided, and there were also present:—Hon. Mr. W. Chatham, O.M.G. (Vice-President), Lieut.-Colonel Younan, Dr. Fitzwilliams, Messrs. F. B. L. Bowley, Ng Hon Tsz, Chan Kai Ming, Dr. Clark (Medical Officer), and Mr. W. Bowen Rowlands (Secretary).

Mr. Bowley gave notice of his intention to ask the following questions:—

- 1.—Between what hours do the dust-carts and coolies with dust baskets patrol the streets of the City of Victoria and who supervises them?
- 2.—Is the regulation with reference to closely-fitting covers to dust-bins enforced?
- 3.—Are householders permitted to place dust-bins in the street over-night? If yes, are such bins kept covered?
- 4.—Is there any regulation to prevent the scattering or scattering of the contents of dust-bins and dustheaps in or near streets? If so what is it? and how and by whom is it enforced? and are there any means of preventing animals from similar actions?
- 5.—How often daily and between what hours are the streets swept?
- 6.—Is it not practicable to have the streets sprinkled with water before sweeping them in dusty weather?
- 7.—Can the Head of the Sanitary Department suggest any improvements in the present methods of removing household refuse and scavenging the streets or in the regulations relating thereto?

Lieut.-Colonel YOUNAN inquired—The question applies equally to Kowloon. Could Mr. Bowley extend his questions to apply to Kowloon?

Dr. FITZWILLIAMS—Would Mr. Bowley further extend his questions to apply to Kowloon as well as Victoria? Bitter complaints are rife in Kowloon, especially in the region of Knutsford Terrace.

Mr. BOWLEY asked leave to amend the first question by inserting after the words "the City of Victoria" "and Kowloon."

The President suggested that notice should be given of that alteration, as the conditions over there were different to the conditions in Victoria.

Mr. BOWLEY—I beg to ask the question as standing on the paper.

The President—As regards the first question, the coolies begin any time between three and four a.m. and continue till between 6 and 8.30. The carts start later, about 5.30 to 6, and finish about 8.30. During the middle of the morning, however, from about 9.45 to 11.30, the coolies are out again washing the streets, but not sweeping. About noon they start on the second sweeping and cleaning, which is continued till about 3.30 or 4 p.m.

As regards the second question the answer is in the negative. The chief reasons are, firstly, that covers somehow or other do get stolen, and, secondly, whether a dust-bin is round or square the tipping of it into carts soon knocks it out of shape and the cover will not fit. We cannot allow the city to remain in the same condition as Canton or any other Chinese city, but at the same time we cannot make it so clean or so full of regulations that Chinese will not live in it.

As regards the third question, the answer is in the affirmative. The second part of the question is answered by my reply to the second question. I may add that if householders were not allowed to do this the work of scavenging on the upper levels would be considerably delayed, and the consequence would be that rubbish would be coming down much later in the morning.

As regards the fourth question, there is no specific regulation that I can find except under Ordinance 1 of 1915, which would apply if a person picking over rubbish scattered it about the street. Our men have general instructions to move on anybody found picking over rubbish, for they cannot spend the time to arrest anybody so found.

The President expressed regret that he had omitted in answering the first question to state that there are three scavenging inspectors, one for the eastern half of the city and the Peak, one for the western half of the city, and one supervising the dust depots on the Praya, barges, carts, bullocks, etc. Under the inspectors are eleven head uniformed foremen. Under them again is a number of uniformed foremen. These were the contractor's foremen. Under the foremen are assistant foremen, whom we may call working foremen, to the number of 18. Their chief duty is to go round during the sweeping and see that every nullah and drain is properly cleaned.

As regards the fifth question, the streets are swept daily between 3 a.m. and 8 a.m. and again between 12 and 3 to 4 p.m., except Health District No. 3, which is the Central District. This district includes Pedder Street to the Naval Yard and also Queen's Road as far as Arsenal Street. It is not swept a second time, and the men on it are engaged in washing only. Carts go through and pick up any refuse from large establishments that may have accumulated since the morning.

As regards the sixth question, I am somewhat in doubt, but I will assume that "streets" mean the whole of the streets of the city, and "before sweeping" means immediately before sweeping. The answer to that is, it is quite possible at a cost. The configuration of Hongkong makes it impossible that water carts should go anywhere beyond the lower levels, and the side streets are too narrow or too full of traffic. We have ten water carts which are going up and down the main streets of the lower level right away down to the Cotton Mills. They start work about 8 o'clock and finish just before noon. They go to work again at 1.30 and finish any time between 5 and 6. It is impossible for the number of carts to do any more work.

As regards the seventh question, I should like to remind members that the present system is an improvement on the old contractor's system, and it has only been running some four months and a few days now. Having referred to the report of the Select Committee recommending the adoption of the present system—signed by Messrs. Wolfe, Bowley and Chan Kai Ming,—the President continued—As regards the question itself I cannot suggest any improvements on the method, but I can suggest considerable improvements in the carrying out of that method, at a cost. If the Board are prepared to recommend it, I can arrange to have gangs of coolies with sprinkling buckets to follow round after the gangs of sweepers, and we can increase the gangs of sweepers so that the work will be done more quickly.

I would like to give members some idea of the amount of work got out of the coolies. They get up at 4 o'clock in the morning and work till 8 or 8.30 when they go home to breakfast, and turn out again at 10 or 10.30, when they are employed washing down all concrete lanes and all stone steps and galleries. It is impossible to get through the whole of each district every day, so it has been arranged that the whole of each district is washed twice a week. This takes from 10 to 11.30. They go back then and have a cup of tea or a drink of some kind and turn out again at noon. After that they continue on until the work is finished, which in some districts carries them on until 4 o'clock, and they have to get up at 3 next morning. The old contractor employed 431 coolies, where we are now employing 233. The work could no doubt be done better and more speedily if we had more men. I should like to invite members to come round with me to the early morning sweeping or the second sweeping and see the difficulties our men have to contend with. No amount of prosecutions can convince the Chinese that a street ought not to be used as a workshop or a stall. If we go along private streets or lanes, we can see a stack 90 feet high of kerosene tins. The scavenging coolie is the lowest of the low and so low that no one likes to live near him. If he were to ask that the tins be removed he would probably get his head smashed; and he prefers to wait the arrival of the inspector.

Mr. BOWLEY—Might I ask the date of the report of the Select Committee which you mentioned?

The President—19th August, 1912.

Mr. BOWLEY—Might I ask that the details of the present system be printed and circulated to members of the Board? Under the old system the conditions of the scavenging contractor were printed and all members of the Board had copies of them, so that they could refer to them at any moment. Details of the present system, so far as I know, have never been circulated.

The President handed details to Mr. Bowley.

Mr. BOWLEY—What I am asking is that the present departmental system should be printed and circulated.

The President—As far as I am aware there is no great change in the actual method, except that we are doing it with our own men and under special supervision. The working foremen are our own. Do I understand that you wish me to print the details which I gave as part of my reply to the last question and as many more as I can find?

Mr. BOWLEY—Under the old system the contract for the routine work was set out in printed conditions. I imagine that under the present system the work should be set out under similar conditions. I endeavour to embody the present arrangements with regard to the disposal of refuse in a form to be printed. But it will be a work of some time.

Dr. FITZWILLIAMS—Will the President give his reason for stating that this new system is an improvement on the old system? Four months and a few days seems a short time in which to judge.

The President—I presume a scheme recommended by the Board will be considered by them to be an improvement.

Dr. FITZWILLIAMS—Hardly until it is proved.

The President—Do I understand that you wish to label the scheme after four months as a failure?

Dr. FITZWILLIAMS—No, but I ask on what reasons you stated that it was an improvement.

The Vice-President—I think I can say from my own observation that the rubbish from the Hill district reaches the dust depots now, whereas formerly it was deposited on the hillside.

The President—I have only such information as my staff can give me. They are working with half the number of scavenging coolies the contractor used, and they have no hesitation in saying that the work on them is much lighter than when they had to drive the contractor's coolies. I am prepared to withdraw the word improvement and call it new scheme.

Dr. FITZWILLIAMS—No, you used the word improvement, and I want to know why you were so sure of it. That was all. The discussion then dropped.

EUROPEAN CEMETERY AT KOWLOON. Correspondence was submitted on the proposed European cemetery at Kowloon. The Director of Public Works inquired—

I understand it has been decided not to notify the selection of the area as a site for the cemetery until the boundary wall, etc., has been constructed.

The Board agreed to recommend that the construction of a chapel and native quarters for this cemetery should be placed in the Estimates for 1914.

## THE ALLEGED THEFT OF BUSINESS DOCUMENTS.

DEFENDANT DISCHARGED.

At the Magistrate's yesterday, before Mr. C. D. Melbourne, the hearing was resumed of the case in which A. F. de Remedios, aged 27, clerk, was charged with the larceny of press copy letters and a private telegraph code book, the property of H. Cruz & Co.

Mr. C. G. Alabaster (instructed by Mr. Leo d'Almada) prosecuted, and Mr. F. C. Jenkin (instructed by Mr. Crow, of Messrs. Hastings & Hastings) defended.

On the application of Mr. Jenkin, the office boy, Chung Wah, was recalled for cross-examination, and said he did not know defendant cut any leaves out of the press copy books, but Wong Man had told him accused did so on the evening of the 11th February. He did not tell Mr. Cruz immediately on his return from Manila, because he did not know anything about it then. The press copy book produced was lying open on the desk, and witness saw the defendant put a pair of scissors into his pocket. Witness did not know a man named Gracia, but knew that somebody was working in the office during prosecutor's absence. He was between 16 and 17 years of age, and was a Portuguese. He was the only man who worked on the books during the absence of Mr. Cruz, and he continued to perform the same duties when prosecutor returned. He had never seen a telegraph code book like that produced in the office, although it was his duty to clean up the office.

Mr. Jenkin submitted that there was no case to answer. His Worship would remember, after a long adjournment, that this was a charge of larceny against the prosecutor's one-time assistant after hours, who, as Mr. Cruz had told them, had conducted practically the whole of his English correspondence. Then the prosecutor told the Court that defendant eventually left his service, and the first complaint against him was that of stealing certain papers for his own information, with the object of taking away a certain amount of the prosecutor's business. There was no need for him to dwell on the academic definition of larceny, and he thought that in this case there was nothing in the evidence which would support or come within the four corners of any definition of larceny. With regard to the press copy letters, there was no evidence of any such letters having been found, and yet the man was taken by surprise under a search warrant by Detective Knight. The man's belongings were searched, and all that could be found were certain draft letters and the typewritten document which was now referred to as a private telegraph code. One man said he saw the defendant put some tissue paper into his pocket, but he could not read English, and could not have known what was on the paper. Counsel further commented on the fact that Mr. Cruz had admitted that he was not told until nearly three weeks afterwards.

Mr. Alabaster, in reply, said there was no evidence for the defence. Defendant had collected the drafts of all the letters that had been written by the firm and had taken them away with him with the object of opening up business with some of the constituents of Mr. Cruz. Learned Counsel's defence was that the prosecution charged him with stealing only three sheets, while he had stolen a whole flock. He had written two letters on behalf of the firm who were now employing him to the very people to whom the copy letters were written. It was not a crime to steal a business connection, but if a letter was stolen with that wicked intent then it amounted to larceny, and that was what the defendant had done. The telegraph code was found on the defendant, and no explanation had been given by the defence. The code was sworn to by the prosecutor. The man was left half-an-hour in the office by himself, and then he copied the letters. It was perfectly clear and obvious that he did steal, and he submitted there was ample evidence.

His Worship dismissed the case.

Mr. Alabaster asked his Worship to state a case. His Worship had not given grounds as to why he dismissed the case, and he would ask whether it was for want of evidence, or other grounds.

His Worship—After asking me to state a case, I cannot answer any questions now. I much prefer to state a case.

Mr. Alabaster withdrew his original application.

His Worship said he dismissed the case for the want of evidence. There was not sufficient evidence to call upon the defence.

Mr. Alabaster—Not that the evidence was disbelieved? Otherwise there might be reflections, as your Worship will understand.

Mr. Alabaster asked for liberty to apply to his Worship to state a case, and the application was granted.

## THE MAGISTRACY.

GAMBLING AT WANCHAI.

Before Mr. F. A. Hazland yesterday, ten men were charged by Inspector McHardy with gambling at No. 86, Wanchai Road. His Worship fined each of the men \$3 or seven days in default.

DISORDERLY BEHAVIOUR.

Acting-Inspector Torrett proceeded against a man and a woman for behaving in a disorderly manner in Kowloon City. It was stated that the two defendants had quarrelled over some property. The first defendant was fined \$2.

UNLAWFUL POSSESSION OF ARMS.

A Chinese who had only just landed from America was found to be in possession of a revolver and ammunition, and when he was fined \$50 by Mr. Melbourne yesterday he smiled gratefully at his Worship and said "All right."

OPIUM SMOKING AT WEST POINT.

Inspector Dymond proceeded against twelve men for frequenting an opium den at West Point. The first man, who was the keeper of the house, was fined \$250, or three months' imprisonment in default, and the remainder were fined \$3 each.

THE RECENT HAUL OF LOTTERY TICKETS.

The two wharf coolies who were charged with being in unlawful possession of over 30,000 lottery tickets, and who stated that they were instructed to fetch the boxes containing the tickets from a ship, again appeared before Mr. Melbourne yesterday. They were discharged, his Worship directing that the lottery tickets should be forfeited.

A NEGLECTFUL LUKONG.

Inspector Morrison, prosecuting a woman for attempting to commit suicide, said the defendant's story was that her husband, who was a Chinese constable, had not been contributing towards her support for the last two months, and had assaulted her on the previous morning. The constable stated that he gave her food and treated her properly. The woman was bound over to be of good behaviour for six months.

THEFT BY A BANISHEE.

A particularly villainous-looking Chinese was charged before Mr. Hazland with the larceny of a quantity of clothing and money from a house in Yaumatei. Sergt. Brown said the man was arrested by a lukong whilst in possession of the stolen articles. The man apparently gained access to the house by scaling a water-pipe. He was a returned banishee, having been deported in January last. Defendant, who pleaded guilty, was sentenced to one month's imprisonment on the charge of theft, and a further six months for returning from banishment.

ADVERTISING EXTRAORDINARY.

Before Mr. C. D. Melbourne, the manager of the Edison Kinetophone agency was charged with unlawfully affixing a bill on the notice board at the Central Police Station on the 30th April. There was a similar charge of posting three bills on the retaining wall in Ico House Street. Defendant said he understood from the Hongkong Printing Press, who were assuming responsibility, that a coolie was sent to post up the bills, and had stuck them up there without direction to do so.—In reply to his Worship he said he had asked the printing firm to print the bills and post them. They were acting as his agents. His Worship cautioned the defendant, remarking that he was liable to a fine of \$50.

A CHAIR COOLIE'S "CUMSHA."

Mr. Hazland heard a charge of assault brought by a chair coolie against Mr. Charles Stark. Defendant said he engaged a chair at the bottom of Wyndham Street and got out at Robinson Road. He tendered 15 cents to the coolie, who was dissatisfied with the fare, and ran after him for about 20 yards, gripping him by the arm. The coolie was in a filthy condition, and he (defendant) naturally objected to being mauled by a dirty coolie. Losing his temper, he "went for" the coolie and struck him twice. Complainant was put into the box, and said that when defendant gave him 15 cents he asked for five cents cumsha. His Worship told the coolie that he must not ask for cumsha. Complainant said that defendant then kicked him in the chest. He called a policeman, and then defendant gave him a blow in the eye. Complainant told the lukong to summons the defendant. He denied catching hold of the defendant. His Worship said he thought defendant used more violence than was necessary, and fined him \$10.

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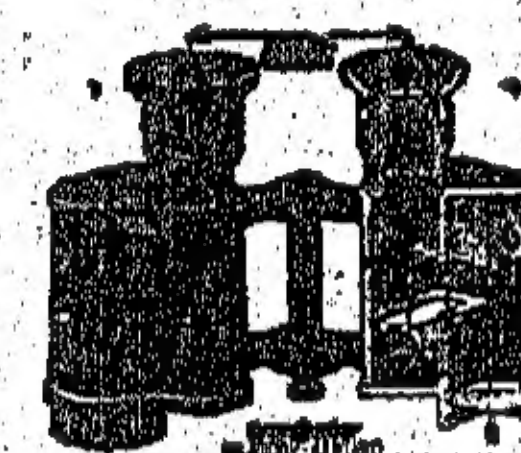
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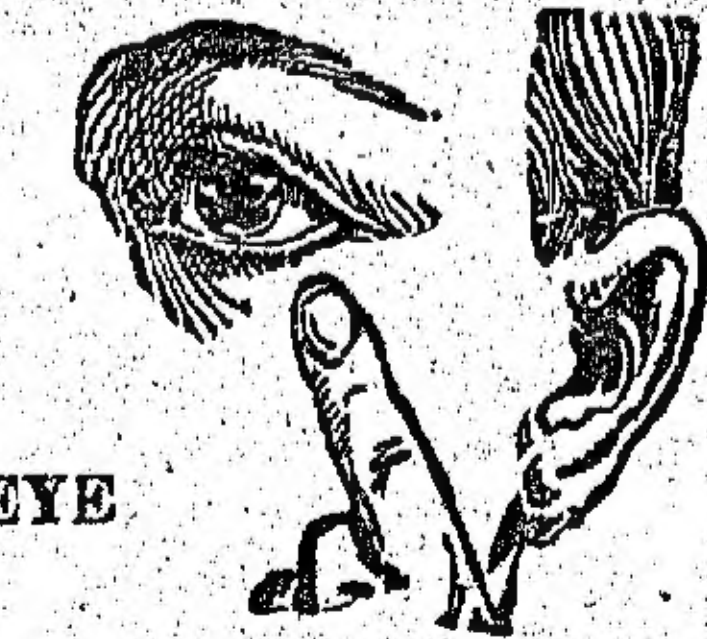
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**THE NEW FRENCH REMEDY  
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**THERAPION No. 2**

**THERAPION No. 3**

**THERAPION No. 4**

**THERAPION No. 5**

**THERAPION No. 6**

**THERAPION No. 7**

**THERAPION No. 8**

**THERAPION No. 9**

**THERAPION No. 10**

# THE SUNG MURDER CASE

CORRESPONDENCE BETWEEN  
HUNG AND YING.

FULL TRANSLATION.

We publish below a full translation of the telegram sent to the President, the two Houses of Parliament and the Cabinet by Chen Tui-hsi of Kiangsu and Ying, the Civil Governor, recently.

Referring to the murder of Sung Chiao-jen, former Minister of Agriculture and Forestry, a *prima facie* case was made out by both the International Mixed Court and the French Court. Thereafter, the murderous prisoners Wu Shi-yin, alias Wu Fok-min, and Ying Kuei-shing, were handed over to us respectively on the 16th and 17th instant. On the 18th instant the International Mixed Court sent us one five-shot pistol, still containing two cartridges, which was the implement with which the murder was committed, two cartridge-cases, three books of telegraph codes, two sealed packets of evidence of letters and telegrams, and one sealed leather box, all of which were seized at a search of prisoner Ying's house made by the Captain-Superintendent of the British and French Police and others. Separately, five packets containing evidence of letters and telegrams, seized at prisoner Ying's house, were handed over by the Captain-Superintendent of Police of the International Settlement in the presence of the Court. By Chen Yin, President of the District Court of Procurement of Shanghai, a large wooden box, containing evidence of letters, telegrams and books, and a leather hand-bag, which were seized by the French Police at prisoner Ying's house, were also sent to us for examination. After having received these, and ordered the murderous prisoners to be kept strictly in custody, we also obtained the copies of telegrams most recently exchanged between the two accused Hung and Ying which we had examined already at the Shanghai Telegraph Office on March 29th, to check their translation again.

For several consecutive days, we, in conjunction with Chen Yin, President of the District Court of Procurement, and others, have been carrying out the examination (of the evidence) at the office of the Shanghai Commissioner of Foreign Affairs. We, Chen Teh-chuan and Ying Teh-hung, being superior officials of the province, certainly possess the right and power of executing the work of examination, according to the laws of the Court (which Court is not clear); and, in addition, we have received the order of the President issued on March 22nd. We have, therefore, carefully and minutely examined the evidence of this case, with a view to discovering the name of the instigator (or the names of instigators) and arriving at the truth. We have jointly attached our seals and photographed copies of all the important evidence in reference to this case.

Apart from preserving all the evidence with great care, we hereby submit a summarized report of all the important parts thereof before you.

We find the two code-books, marked "Ying" and "Chuan," were mostly used in telegrams sent and received by prisoner Ying.

On January 14th of this year, Premier Chao addressed a letter to prisoner Ying, which reads: "Book of code-words is sent to you herewith, please receive it. You may telegraph direct to the Cabinet hereafter, etc." A book of code-words was sent beside the letter, and on that book was written the words: "The Cabinet 'Ying' codes, January 14th, 2nd year of the Republic."

Prisoner Ying addressed a telegram on January 28th directly to Premier Chao, using the "Ying" codes, in which he said: "Of the blind contention about the Parliament, I have already discovered the true aspect, which Hung will return and explain in person, etc."

On February 1st, prisoner Ying sent a telegram to Premier Chao, using the "Ying" codes, in which appeared the words: "As regards the drafting of the Constitution, I have used literature to support and spread, and gold to conciliate (men) to the two ideas, namely, (1) beside the Premier, no ballot be taken, and (2) to dissolve the Parliament. Beside these, separate plans are matured to deal with Ho Hai-ming and Tai Tien-chou, etc."

On February 2nd, prisoner Ying sent a telegram to Chen Chin-shih for retransmission to Premier Chao, using the "Ying" codes, and containing the words: "Sun, Huang, Li and Sung (i.e., Dr. Sun Yat-sen, General Huang Hsing, Vice-President Li Yuan-hung and Mr. Sung Chiao-jen), are showing the fiercest activity, while the Kuomintang have suddenly decided to elect Sung Premier. Have already bought in Japan some nasty history of Sun, Huang and Sung, and secured copies of statements and warrant in the Police Court with reference to the criminal charge of fraud against Sung, of which 100,000 pamphlets shall be lithographically printed and sold at Yokohama, etc."

We also find that Hung Shih-tsu came to Shanghai with a letter of introduction from Chang Shao-tseng (Military Adviser to the President, the letter was addressed to Ying Kuei-shing). Very much correspondence was exchanged between Hung and Ying.

On February 1st, Hung Shih-tsu in a letter to prisoner Ying said: "Regarding the great subject, we must write a violent essay before it would be worth anything, etc."

On February 2nd, Hung in another letter to Ying said: "With reference to the important essay, we have already revealed one sentence, which is that there must be violent action taken. You must, before tackling this subject, send a direct code telegram to Old Chao demanding a certain sum of money, etc."

On February 4th, Hung in a letter to prisoner Ying said: "When your telegram of the 2nd instant reached Chao's place, it was at once passed to my hand, and submitted by me personally to the President, whose face, after perusing it, beamed with pleasure. He expressed

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admiration for your ability and said, 'since you are certain of success, he expects you to proceed, and so on.' I also spoke to him about the money, but he said he must require you to send him details of the Sung Fraud Case together with a photo of the warrant as a proof. You had better use the 'Chuan' codes hereafter, etc."

On February 8th, Hung sent to prisoner Ying a letter in which are the words: "Is Sung's case obtainable or not, as the Central Government is very anxious for it, etc."

On February 15th, Hung in a letter to prisoner Ying said: "As soon as Sung's case is obtained you can come and claim payment, etc."

In a letter from Hung to prisoner Ying dated February 22nd, there appear these words: "Your letter has been handed by myself to the President and the Premier, and they have read it. In future, do not address telegram to the Cabinet. Old Chao has given me the 'Ying' codes, fearing that Mr. Chen (Chen Chin-shih) is not secret enough. He has ordered me to manage it alone. Your request for money must be made after the arrival of the 'things', and the amount must not be more than 300,000, etc."

In a telegram dated March 10th from prisoner Ying to Hung Shih-tsu, using the "Chuan" codes, are the words: "Re 8 per cent. public loan, if you point out a bank in Shanghai, I will buy 3,500,000 and pay 60.20 for 100. Please submit this for me and reply to-day, etc."

On March 13th, prisoner Ying addressed a letter to Hung, stating: "When one reads the report of Sung Chiao-jen's addresses delivered in Nanking, in the *Mingpao*, one will know at once what influence he possesses and what object he is aiming at. As the matter affects our great interest, we should adopt the expediency of pulling out the straw from underneath the pan. If you do not do away with Sung, endless trouble will result, and I am afraid the national position will be disturbed, etc."

On March 13th, Hung Shih-tsu addressed prisoner Ying a telegram, using the "Chuan" codes, which reads: "Your telegram of the 10th has been handed to the Minister of Finance for decision. But the loan bears 6 per cent. (rate of interest) only. I fear your discount is too large to be accepted. If you destroy Sung, you will be rewarded with the Order of Merit. Use every discretion but be careful how you proceed, etc."

On March 14th, prisoner Ying sent a telegram to Hung Shih-tsu, using the "Ying" codes, and reading: "The insurgent leader of Liangshan (this leader's name was Sung Kiang, having the same surname as the late Mr. Sung Chiao-jen), is again causing trouble everywhere; he is really very dangerous. I have already issued an urgent order to have him arrested (or extorted) somehow. Please deliver my report, awaiting instructions, etc."

On March 17th, Hung Shih-tsu telegraphed to prisoner Ying, using the "Ying" codes, and saying: "Your telegram of 14th reached me. Loan bonds (terms) specially granted; on what date are you to pay cash and take the bonds? Separately wire me how much you will give me. Reply to-day, etc."

On March 18th, Hung again telegraphed to prisoner Ying, using the "Chuan" codes, which reads: "Re your telegram of the 14th, you are permitted to act accordingly."

On March 18th, he again telegraphed to prisoner Ying, saying: "Proceed in the matter quickly as suggested." At 2

o'clock on the night of March 20th, the day on which ex-Minister Sung was assassinated, prisoner Ying sent a telegram in "Chuan" code to Hung Shih-tsu, in which he said: "The urgent order issued was executed at 40 minutes (past 10) on the 20th. Please submit my report the first thing, etc."

On March 21st, he addressed another telegram to Hung in "Chuan" code, which reads: "My telegram of 20th must have been noted by you. The insurgent leader is already annihilated, none of our army was killed or wounded, which is a matter for congratulation. Please submit this report, etc."

On March 23rd, Hung Shih-tsu wrote to prisoner Ying, saying: "Your two telegrams, dated 20th and 21st, both noted. I shall not reply in any other way, for I will arrive in Shanghai on April 7th."

This letter was sent by express post and delivered to us by the post office after the arrest of prisoner Ying. The Tientsin Office telegraphed to the Shanghai Office to return it, but the Shanghai Office had already sent it to me, Chen Teh-chuan, through the Bureau of Foreign Affairs. In all the correspondence, Hung calls Ying younger brother and subscribes himself as elder brother.

We also find several letters from Premier Chao to Hung Shih-tsu from amongst the evidence in prisoner Ying's house, and we think Hung Shih-tsu must have forwarded these original letters to prisoner Ying. In one of these letters, Premier Chao wrote to Hung thus: "Mr. Ying's receipts are not quite intelligible. I would still request that it be managed by one hand (i.e., one person) and that the President be told clearly before it can be done, etc."

We also find that prisoner Ying has composed a "concise proclamation" purporting to be issued by the "Sacred Court of Justice Supervising the Parliament and the Government," of which fifty-two copies were made out and addressed but not yet posted, to the newspapers of all places, with postage stamps affixed thereto. This proclamation is the same as the one which the Cabinet forwarded to all the provinces in a circular telegram of March 26th.

As regards all other evidence permit us to submit them in a separate despatch. We have received a telegraphic order to find out the name of the instigator and to lift the case to the bottom in order to arrive at the truth, and as the case is of such vast importance, we beg to submit by telegraph a summary of all the important parts as we find them.

Apart from the prisoner Wu Shi-yin, who has already died in prison and of whose body a *post-mortem* examination was held by four foreign doctors appointed by me, Chen Teh-chuan, and by the Court of Procurement, the result of which examination will be reported in another telegram, there remains the prisoner Ying Kuei-shing, to try whom repeated requests to form a special court of justice have been made by telegraph. As soon as we have received sanction (in this respect), his trial shall begin.

Here ends the first telegram.  
Another telegram was sent by these two officials to the Tientsin and Civil Governors of the provinces, stating that "since the Sung case has appeared, all quarters are eagerly expecting to know its circumstances. Now that we have examined the evidence, we have sent the following telegram to the Central Government, which telegram we quote, in full for your information." The whole telegram to Peking is then quoted:—N.C. Daily News.

**MOUTRIE'S  
SUPPLY  
THE PIANO**

FIVE YEARS' GUARANTEE.

LIBERAL DISCOUNT FOR CASH.

PRICES RANGE FROM

**\$380.00**

**S. Moutrie & Co., Ltd.**

[629-3]

TO LET

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front, East Point.  
For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 15th August, 1912. [67]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.  
Apply to—  
HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 16th April, 1913. 305

TO LET.

L A HACIENDA EAST, 74, Mount Kellet Road.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, 1st May, 1913. [587]

TO LET.

NO 21, SHELLEY STREET.  
The "BYRIE," No. 13, Peak, To Let Furnished.  
"CRAIG BYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.  
From 1st February, 1913, MERION, No. 10 PEAK, Furnished or Unfurnished. 6 ROOMS To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.  
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.  
Apply to—  
LINSTEAD & DAVIS,  
5th Floor, Alexandra Building,  
Hongkong, 5th May, 1913. 54

TO LET.

A T THE PEAK, near Tram Station. FIVE-ROOMED HOUSE, FURNISHED.  
From 1st June, for 8 months.  
Apply to—  
J. M. C.,  
Care of "Daily Press" Office.  
Hongkong, 21st April, 1913. [598]

TO LET.

SHOP, No. 12, Queen's Road Central.  
OFFICES, Nos. 12 & 14, Queen's Rd. Central.  
No. 9, MOUNTAIN VIEW, PEAK.  
No. 5, STEWART TERRACE, PEAK.  
Apply to—  
M. J. D. STEPHENS.  
Hongkong, 25th April, 1913. [623]

TO LET.

A HOUSE IN KNOTSFORD TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, 1st May, 1913. [506]

TO LET.

FLATS, "WILD DELL," No. 147, Wanchai Road. Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality.  
"HOMESTEAD," No. 45, PEAK.  
Apply to—  
TSANG KIT-FAN,  
Comptroller Department,  
HONGKONG & SHANGHAI BANKING CORPORATION.  
Hongkong, 29th April, 1913. [522]

TO LET.

"BREEZY VILLA," No. 2, Park Road. 4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour.  
For Rent, etc., please apply to—  
YAP HOK LING,  
No. 4, BIPON TERRACE.  
Hongkong, 26th March, 1913. 507

TO LET

TO LET.

OFFICES in Hotel Mansions.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 9th April, 1913. [555]

TO LET.

SHOP in ALEXANDRA BUILDINGS.  
Apply to—  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 27th November, 1912. [69]

TO LET.

NO. 2 WEST END TERRACE, Shamsun From 1st May, 1913.  
153, PRAYA EAST, GODOWN, FOR SALE or TO LET.  
Unfurnished, a HOUSE at The Peak  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, 1st May, 1913. [65]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET ONE-ROOMED OFFICE.  
Apply Property Office,  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 23rd May, 1912. [66]

CHINA COAST-METEOROLOGICAL REGISTER.

6TH MAY, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Victoria	7 a.	29.74	48	50	SE	1	o
Yancho	6 a.	31.06	—	—	SE	1	—
Hakodadi	—	30.00	—	—	—	—	—
Kobe	—	30.03	—	—	SW	1	—
Kochi	—	30.03	—	—	—	—	—
Yokohama	—	29.95	—	—	N	1	—
Osaka	—	29.91	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Sonai	—	29.97	—	—	—	—	—
Chefoo	—	29.85	54	87	SW	6	bs
Wohaiwei	—	29.85	54	87	SW	6	bs
Lianjiang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	29.99	50	—	SE	1	bm
Shanghai	—	29.91	55	—	—	—	—
Guthrie	—	29.91	55	—	—	—	—
Sharp Peak	7 a.	30.00	68	—	—	—	—
Amoy	6 a.	29.96	69	61	SE	2	o
Swatow	—	—	—	—	—	—	—
Taihook	5 a.	29.91	—	—	S	2	—
Fuzhou	—	29.91	—	—	—	—	—
Fujian	—	29.91	—	—	N	4	—
Kosuan	—	29.88	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Sancti	9 a.	29.96	77	73	N	2	b
Hongkong	6 a.	29.91	73	84	—	—	—
Gay Loek	—	29.91	—	—	ENE	3	o
Macao	—	29.91	—	—	ENE	3	o
Wanchow	9 a.	30.01	72	—	W	2	fo
Lishow	—	—	—	—	—	—	—
Pukhoi	—	—	—	—	—	—	—
Phuon	6 a.	29.97	72	—	WNW	2	o
Courane	—	29.85	73	—	—	—	—
C. St. James	—	29.82	79	—	E	5	o
Aperti	—	29.84	75	—	SE	1	o
Manila	—	29.76	75	—	NNE	1	o
Legaspi	—	29.65	79	—	SW	4	—
Basco	9 a.	29.76	80	—	SW	3	or
Iloilo	—	29.79	83	—	SE	2	or
Cebu	—	29.79	83	—	E	3	o
Labuan	—	29.85	84	—	—	—	—

T. F. CLAXTON, Director.

Hongkong, Observatory, 6th April, 1913.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.







## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STRAITS, CEYLON,  
AUSTRALIA, INDIA, AFRICA, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR  
AFRICA, PERSIAN GULF, CONTINENTAL  
AFRICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"CHINA,"  
Capt. C. H. S. TONGUE, R.N., carrying His  
Majesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY,  
the 10th May, 1913, at Noon, taking  
Passengers and Cargo for the above Port in  
connection with the C. & P. S. S. "Majura,"  
from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.

Suez, Valparaiso, and Tea and Cargo for  
France and London (under arrangement)  
will be transhipped at Colombo into the  
Mail Steamer proceeding direct to  
Marseilles and London, other Cargo for  
London, &c., will be conveyed via Bombay  
in the s.s. "Majura," due in London on  
the 21st June, 1913.

Passes will be received at the Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 28th April, 1913.

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR  
COAST).

EXPRESS SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "CHAZELLE" On or about 10th May.

FOR NEW YORK.

S.S. "LOTHIAN" On or about 19th May.

For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents.

Hongkong, 3rd May, 1913. [471-556]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND  
SUZ CANAL.

(With Liberty to call at the Malabar Coast)

S.S. "CITY OF BARODA" On or about 29th May.

For Freight and further information  
apply to—  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 6th May, 1913. [646]

GLEN LINE (McGREGOR, GOW & Co.,  
LIMITED).

FOR MARSEILLES, LONDON AND  
ANTWERP.

THE Steamship

"GLEN TURET,"  
Capt. R. Webster, will be despatched for the  
above Ports on or about 5th June, 1913.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 23rd April, 1913. 607

## WEATHER REPORT.

On the 6th at noon—Press re has again  
decreased slightly over the China coast an  
quickly at Vladivostok, a depression now  
covering S. Manchuria. A moderate decrease  
has occurred in South Japan, owing to the  
continued advance eastwards of the anti-cyclone.

The southern depression is situated to the  
South of Luzon this morning and appears to  
be moving W.N.W.

Freezing N.E. winds are indicated over the  
northern portion of the China Sea.

Hongkong rainfall for 24 hours ending at  
10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:

DISTRICT FORECAST.

\* Hongkong & Neighbourhood

Formosa Channel ... N.E. winds,  
freshening.

South coast of China between [The same as  
Hongkong and Lamooki.] No. 1.

South coast of China between [The same as  
Hongkong and Hainan.] No. 1.

\* E. winds, moderate to fresh; cloudy,  
probably some rain later.

HONGKONG METEOROLOGICAL  
REGISTER.

Hongkong Observatory, May 6th

Previous On Date On Do-  
Day at at at  
at 2 p.m. 5 a.m. 2 p.m.

Barometer ... 29.93 29.91 29.94

Temperature ... 77 73 77

Humidity ... 63 68 68

Wind Direction ... East E/S East

Force ... 2 1 2

Weather ... b o o

Rain ... 0.00

Highest open air Temperature on 5th ... 80

Lowest open air Temperature on 5th ... 71

## ON SALE.

HONGKONG HANSARD REPORTS  
OF THE  
LEGISLATIVE COUNCIL for the  
Session 1911.

REVISED BY THE MEMBERS.

PRICE ... \$5.

DAILY PRESS OFFICE

Hongkong, 6th May, 1911.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	CHINA	Brit. str.	—	C. H. S. Tongue, R.N.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	Meyer	JARDINE, MATHESON & Co., Ltd.	About 20th July.
ANTWERP & HAMBURG &c.	SICILIA	Ger. str.	K.W.	Schneider	HAMBURG-AMERICA LINE	On 6th June.
HAYRE, BREMEN & HAMBURG, &c.	LIEBHIA	Ger. str.	K.W.	Schneider	HAMBURG-AMERICA LINE	On 17th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	GERANST	Ger. str.	K.W.	Habel	HAMBURG-AMERICA LINE	On 22nd inst.
ROTTERDAM & HAMBURG &c.	ALBISIA	Ger. str.	K.W.	K. Kawara	HAMBURG-AMERICA LINE	On 10th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	R. Wolcott	NIPPON YUSEN KAISHA	On 21st inst., at D'light.
MARSEILLES & HAMBURG, &c.	ARABIA	Brit. str.	—	B. W. Wolcott	HAMBURG-AMERICA LINE	On 26th inst.
MARSEILLES, LONDON & ANTWERP	CLERMONT	Brit. str.	—	Goto	SHEWAN, TOMES & Co.	About 2nd June.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	CHINOOK MARU	Jap. str.	—	Irizawa	OSAKA SHOSHEN KAISHA	On 17th inst., at 2 p.m.
VICTORIA, B.C. & SEATTLE via KOREA, &c.	SANADA MARU	Jap. str.	—	K. Hori	NIPPON YUSEN KAISHA	On 20th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CHINOOK MARU	Jap. str.	—	C. Nahrath	OSAKA SHOSHEN KAISHA	On 26th inst., at 2 p.m.
VICTORIA, VANCOUVER & SEATTLE	HARPAUGUS	Brit. str.	—	C. Nahrath	JARDINE, MATHESON & Co., Ltd.	About 10th June.
Yokohama, Kobe & Shanghai, &c.	BUENOS	Ger. str.	—	Sandhu, Wilber & Co.	MELCHERS & Co.	On 14th inst., at 10 a.m.
Yokohama, Kobe & Shanghai, &c.	BOHEMIA	Aus. str.	—	Sandhu, Wilber & Co.	MELCHERS & Co.	On 13th inst., at 5 p.m.
Yokohama, Kobe & Shanghai, &c.	PERBIA	Aus. str.	—	Sandhu, Wilber & Co.	MELCHERS & Co.	About 2nd June.
Yokohama, Kobe & Shanghai, &c.	LOTHIAN	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 19th inst.
Yokohama, Kobe & Shanghai, &c.	GHAEZE	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 10th inst.
Yokohama, Kobe & Shanghai, &c.	CITY OF BARODA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 23rd inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 27th June.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 20th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 21st inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 21st June, at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 13th inst., at 3 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 20th inst., at 1 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 27th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-day, at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 10th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 17th inst., at 9 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 24th inst., at 11 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 4th June, at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 15th inst., at D'light.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 31st inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-morrow, at 11 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 9th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 12th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 13th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 27th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-day, at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 21st inst., at 4 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	Quick despatch.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 9th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 11th inst., at 10 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-day.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-morrow, at 4 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-morrow.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 9th inst., at D'light.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 9th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 10th inst., at M'night.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 14th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 15th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 15th inst., at 4 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 16th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 20th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 25th inst., at 7 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 7th June.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	Quick despatch.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 14th inst., at 10 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-day, at 2 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 11th inst., at Noon.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-day, at 11 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 9th inst., at 11 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 13th inst., at 11 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 16th inst., at 11 a.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-day, at 4 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 10th inst., at 2 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 17th inst., at 2 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 17th inst., at 4 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 12th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 23rd inst., at 4 p.m.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 10th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 17th inst.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	To-morrow, at Daylight.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	End of May.
Yokohama, Kobe & Shanghai, &c.	YOKOHAMA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 11th inst., at 9 a.m.

## INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR "MAUSANG" Thursday, 8th May, D'light.

SHANGHAI via SWATOW "CHEONGSHING" Friday, 9th May, Noon.

TIENTSIN via SWATOW WEI-HAIWEI & CHEFOO "LOONGSANG" Saturday, 10th May, 2 p.m.

MANILA "SUISANG" Tuesday, 13th May, Noon.

Kobe "YUSANG" Thursday, 15th May, Noon.

MANILA "YUSANG" Saturday, 17th May, 2 p.m.

## RETURN TOURS TO JAPAN.

The Steamers "KUTANG," "NAMANG" and "POKSANG" leave about every 7 days for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUSANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

\* Steamers have special accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chao, Tientsin, Daire, Weihaiwei, Tsingtau and Newchwang.

\* Taking Cargo on Through Bills of Lading to Kndat, Lhad, Dair, Simperna, Tawau, Uluken, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

Hongkong, 7th May, 1913. [14]

## BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA" 4154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on 15th May, at Daylight, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
AGENTS.

Telephone No. 215, Sub. Exch. 4.

Hongkong, 29th April, 1913. [50]

THE ROYAL MAIL STEAM  
PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STRAITS—DATE OF DEPARTURE

LONDON & ANTWERP "FLINTSHIRE" About 20th July.

LONDON & ANTWERP "MONMOUTHSHIRE" About 1st Aug.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

VICTORIA, VANCOUVER & SEATTLE "H



**THE BANK LINE, LIMITED.**

(ANDREW WEIR &amp; CO.)

**TRANS-PACIFIC SERVICE.**SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM  
HONGKONGTO  
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.  
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.**PROPOSED SAILINGS.**FROM HONGKONG: 26th May. Connecting with "TYMERIC" 12th June.  
FROM COLOMBO: 12th June.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
quickest Freight Transport from the ORIENT to SOUTH AFRICA.**PROPOSED SAILINGS.**

S.S. "DUNERIC" June.

For Rates and Further Information, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.**BRITISH INDIA S. N. CO., LTD.****A P C A R LINE.**REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "TORILLA" 5,205 tons, Capt. C. J. Swanson, R.N.R., will be despatched for  
Kobe and Moji on 9th May, at Noon.S.S. "GREGORY APCAR" 4,600 tons, Capt. J. E. Drake, will be despatched to  
SHANGHAI, Kobe and Moji, on 20th May.**WESTWARD.**S.S. "ARRATOON APCAR" 4,450 tons, Capt. W. Walker, will be despatched for  
SINGAPORE, PENANG and CALCUTTA on 10th May.S.S. "JELUNGA" 5,806 tons, Captain Sullivan, will be despatched  
as above on 13th May.The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

**DAVID SASSOON & CO., LTD.,**  
AGENTS.

Hongkong, 3rd May, 1913.

**"THE BIG 4" of the  
PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
<b>MONGOLIA</b> 27,000 tons, twin screws.		SHANGHAI, NAGASAKI
<b>MANCHURIA</b> 27,000 tons, twin screws.		Kobe (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	<b>SAFETY.</b>	YOKOHAMA and HONO.
<b>SIBERIA</b> 18,000 tons, twin screws.		LULU (the Paradise of the
(NILE ... 11,000 tons. ALSO CHINA ... 10,200 tons. PERSIA ... 9,000 tons.	<b>SPEED.</b>	Pacific) through Service via
		NEW YORK to Europe.

**SOME FEATURES OF SERVICE.**Lights, Fans, Swimming Tank, Band, Cuisine, Games,  
Amusements, Wireless, Submarine Signal Service, and  
Bilge Keels.**The Cost:** is not more by this route with its unrivalled opportunities  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for \$54 to London (return ticket \$90.10s.)  
and to San Francisco \$56. SPECIAL RATES for Officers, Army, Navy, Consular  
or Civil Service, on application.

STEAMERS	Tons	Starting	TUESDAY	13th May	at 3 P.M.
CHINA	10,200	...	TUESDAY	20th May	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	3rd June	at 3 P.M.
NILE	11,000	...	TUESDAY	10th June	at 1 P.M.
MONGOLIA	27,000	...	TUESDAY	1st July	at 3 P.M.
PERSIA	9,000	...	TUESDAY	8th July	at 1 P.M.
KOREA	18,000	...	TUESDAY	22nd July	at 1 P.M.
SIBERIA	18,000	...	TUESDAY	29th July	at 3 P.M.
CHINA	10,200	...	TUESDAY	5th Aug.	at 3 P.M.

\* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between  
Kobe and Yokohama. Free of Charge.**HONGKONG-MANILA SERVICE.**

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
13th May ... CHINA	15th May.	3rd May ... CHINA	5th May.
3rd June ... NILE	5th June.	11th May ... MANCHURIA	13th May.
1st July ... PERSIA	3rd July.	21st June ... PERSIA	23rd June.
8th July ... KOREA	10th July.	19th July ... CHINA	21st July.
29th July ... CHINA	31st July.	27th July ... MANCHURIA	29th July.

**LET US PLAN AN ITINERARY FOR YOU.**

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

O. H. RITTER, Acting Agent.

Panama-Pacific International Exposition—San Francisco—1915

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
VIA SHANGHAI.

FOR STEAMER TO SAIL.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY  
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE  
and BLACK SEA.Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours  
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their  
arrival in Marseille.

For further particulars apply to

**P. THOMAS, AGENT,**  
QUEEN'S BUILDING.**HONGKONG. CANTON. MACAO &  
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**HONGKONG TO CANTON. CANTON TO HONGKONG.  
WEDNESDAY, 7th MAY, 1913.  
8 a.m. "HEUNGSHAN" 10 p.m. "FATSHAN".  
8 a.m. "HONAM" 10 p.m. "KINSHAN".THURSDAY, 8th MAY, 1913.  
8 a.m. "HONAM" 10 p.m. "KINSHAN".  
8 a.m. "HEUNGSHAN" 10 p.m. "FATSHAN".A Telephone service has been recently installed on the Canton Company's steamers,  
Day Steamers Call No. 776; Night steamers Call No. 775.**HONGKONG-MACAO LINE.**

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.**EXCURSION TO MACAO.**

SUNDAY, 11th MAY, 1913.

The Company's Steamship "HEUNGSHAN"

Will depart from the COMPANY'S CANTON WHARF at 9 a.m. and return from  
Macao at 3 p.m.N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOL-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m.Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANUI". These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**

Hotel Mansions (First Floor), opposite the Blake Pier.

**SAN FRANCISCO****SCENIC ROUTE**

TRANS-PACIFIC

**TOYO KISEN KAISHA**

TRANS-CONTINENTAL

**WESTERN PACIFIC****DENVER AND RIO GRANDE.**

New Triple Screw Turbine Engines—21 Knots Speed.

S.S. "TUNTO MARU" ... 22,000 tons.

S.S. "CHIO MARU" ... 22,000 tons.

S.S. "SHINYO MARU" ... 22,000 tons.

AND

S.S. "NIPPON MARU" ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and  
HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,  
baseball, dances and free newspaper containing World's happenings by wireless.**WESTERN PACIFIC-DENVER AND  
RIO GRANDE.**The T.K.K. Lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.Through Standard Sleepers.  
Through Tourist Sleepers.  
Dining Cars—Observation Cars.Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.Convenient connections at Chicago with trains for New York Transatlantic Steamers)  
and other Eastern points.When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 526.**C. LACY GOODRICH,**

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "ROBEMIA" 7,900 tons, will leave as above on 13th May, at 5 P.M.

Superior accommodation for 1st, 2nd and 3rd class passengers, no extra charge for meals, no tip, no inside cabins. Doctor.

FARES: Hongkong, Yards, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA  
STRAITS (CALCUTTA), COLOMBO, PORT SAID, ADEN, SUEZ AND PORT SAID.

S.S. "PERSIA" 12,500 tons, will leave as above on 2nd June.

These Steamers of large tonnage are fitted with comfortable accommodation for Saloon  
Passengers. No Surplus. Doctor, Stewards, and Wireless Telegraphy.RAILWAY FARES: Trieste-London.  
BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £26.1.6.BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lucerne, Paris, Calais or Boulogne, Class I £23.15.6.BY SEMBRING EXPRESS:  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11.11.BY TAVERN EXPRESS:  
Via Munich, Cologne, Hook or Flushing, Class I £21.11.11.TO SHANGHAI.  
S.S. "AFRICA" 8,840 tons, will leave as above on 29th May, at 7 P.M.

FARES: Hongkong-Shanghai, 26 1st, £4 2nd, £2 3rd Class.

TO KOBÉ VIA SHANGHAI, YOKOHAMA.  
S.S. "GISELA" will leave as above about 31st May. (For Cargo only).

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea &amp; Danube, also North &amp; South America.

**SANDER, WIELER & Co., Agents,**

Hongkong, 6th May, 1913. Princess' Building.

**SWEDISH EAST ASIATIC  
CO., LTD.**

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... About 7th June.

KOBÉ and MOJI, "CANTON" ... 6,500 ... About 7th June.

For Freight and Further Particulars, apply to  
**ARTHUR NILSSON & CO.,**  
YORK BUILDINGS, TOP FLOOR**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	TANGO MARU Capt. K. Kawara,	13,500	WED'DAY, 3rd May, at D'light.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer,	16,000	WED'DAY, 4th June, at Daylight
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIDZU and YOKOHAMA	SHIDZUOKA MARU Capt. Iizawa,	12,500	TUESDAY, 20th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. S. Wada,	12,500	THURSDAY, 3rd June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG & RANGOON	INABA MARU Capt. Tomimaga,	12,500	WED'DAY, 7th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. Yagi,	9,600	WED'DAY, 4th June, at Noon.
KOBÉ and YOKOHAMA	JINSEN MARU Capt. M. Machida,	6,000	SATURDAY, 17th May.
KOBÉ & YOKOHAMA	PENANG MARU Capt. Noma,	12,500	MONDAY, 12th May.
NAGASAKI, KOBÉ & YOKOHAMA	AKI MARU Capt. E. Kon,	12,500	THURSDAY, 8th May, at 11 a.m.
SHANGHAI, MOJI and KOBÉ	COLOMBO MARU Capt. Kawashima,	6,000	MONDAY, 13th May.
	KUMANO MARU Capt. M. Winkler,	9,600	WED'DAY, 7th May, at Noon.
	BOMBAY MARU Capt. Tomawa,	5,000	WED'DAY, 7th May.

Fitted with New System of Wireless Telegraphy.

Cargo only.

**REDUCED SUMMER RATES**

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBÉ Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &amp;c., apply to—

**T. KUSUMOTO, MANAGER.**

TELEPHONE Nos. 292 and 1241.

(11-13-13)

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

**MARSEILLES AND LONDON**

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due Marseilles (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
CHINA	May 10	MALWA	June 7	June 13
DELTA	May 24	MOOLTAN	June 22	June 28
ASSAYE	June 7	MOOREA	July 6	July 12
ARCADIA	June 21	MALMORA	July 20	July 26
DEVONHA	July 5	MEINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to  
the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.FARES TO LONDON:  
1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

1st SALOON PASSENGERS AT REDUCED RATES

1st SALOON PASSENGERS AT REDUCED RATES

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1st SALOON PASSENGERS AT REDUCED RATES



## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO SAIL	SUMMARY
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	11th May.	Freight and Passage.
LONDON via Usual Ports	CHINA Capt. C. H. S. Tocco, R.N.R.	Noon, 10th May.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NILE Capt. H. Powell	About 14th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NUBIA Capt. F. J. Fox	About 16th May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th May, 1913.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STRAITS	TO SAIL
SHANGHAI	LUCHOW	On 8th May, 4 P.M.
SHANGHAI	LUCHOW	On 10th May, 11 P.M.
HAIPHONG	HAIPHONG	On 11th May, 9 A.M.
TRUNGKAI, WEIHAIWEI, CHE	KUICHOW	On 11th May, 10 A.M.
FOO & TIENTSIN	ANHUI	On 15th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft; Electric Fans fitted; Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "CANAL," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

S.S.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 11 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—  
HONGKONG, 6th May, 1913. TELEPHONE 36. AGENTS

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 2nd May.	On 24th May, 11 A.M.
ST. ALBANS	On 30th May.	On 21st June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:	
S.S. SEGOVIA	8th May.
S.S. FUERSTBUELOW	19th May.
S.S. BIRKENFELS	24th May.
S.S. SAXONIA	24th May.
S.S. PREUSSEN	24th June.

For Further Particulars, apply to—

HOMEWARD.

For HAVRE, BREMEN & HAMBURG:	
S.S. LIBERIA	17th May.
For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)	
S.S. SAXONIA	20th May.
For ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BAEVER	22nd May.
For MARSEILLES & HAMBURG:	
S.S. ARABIA	25th May.
For ANTWERP & HAMBURG:	
S.S. SICILIA	6th June.
For ROTTERDAM & HAMBURG:	
S.S. ALESIA	10th June.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 2nd May, 1913.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgkin	FRIDAY, 9th May, at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 13th May, at 11 A.M.
"HAITAN"	Capt. J. S. Booth	FRIDAY, 16th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. J. W. Evans	WEDNESDAY, 7th May, at 11 A.M.
		SUNDAY, 11th May, at 10 A.M.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,  
GENERAL MANAGERS.

Hongkong, 7th May, 1913.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, at Noon.
TENYO MARU	E. Bent	TUESDAY, 24th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 15th July, at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU on TUESDAY, the 27th May, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUTO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	17,400	TUESDAY, 5th Aug., at Noon.
BUTO MARU	10,500	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

In Connection at TACOMA and SEATTLE with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	Goto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 23rd May, at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 2 P.M.
"PANAMA MARU"	J. Kanoe	WEDNESDAY, 25th June, at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 23rd July, at 2 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG &amp; COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	H. Yamamoto	FRIDAY, 23rd May, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, at 4 P.M.
"INDO MARU"	K. Komiya	WEDNESDAY, 30th July, at 4 P.M.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	WEDNESDAY, 21st May, at 4 P.M.
"INDO MARU"	K. Komiya	SUNDAY, 22nd June, at 4 P.M.
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, at 4 P.M.

## CHINA &amp; FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 7th May, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJIN MARU"	M. Nagano	SUNDAY, 11th May, at Noon.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 14th May, at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 9th May.

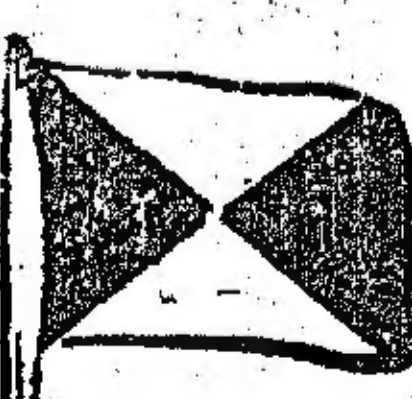
These Steamers of Coast and Formosa have excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

Second Floor, No. 1, Queen's Building.



## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Cebu, Zamboanga, Iloilo and Cebu	On 7th May, 4 P.M.
ZAFIRO	4000	McMurry	Manila, Zamboanga, Iloilo and Cebu	On 17th May, 4 P.M.

For Freight or Passage, apply to  
Hongkong, 19th April, 1913.SHEWAN, TOMES & Co., General Managers  
PHILIPPINES S.S. Co.

## THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing  
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,  
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.  
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon  
at the Town Office.

## BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK" [449]

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW," Capt. C. Nahrath	16,900	Wed'ay, 14th May, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN," Capt. A. Ahlhorn	17,300	About Wed'ay, 14th May.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	Saturday, 17th May, at 9 A.M.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. Bremer	6,100	About Tuesday, 27th May.
KUDAT and SANDAKAN	"DOEN SO," Capt. F. Schmeil	5,000	End of May.

All the Steamers of the European Line are fitted with Wireless Telegraphic  
New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,  
VELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd May, 1913.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREETTICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and  
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

[729]

MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

BRITISH.

Atlas, admiral's flag, 615 tons, 1,400 h.p. Hongkong.	Robinson, river gunboat, 35 tons, 2 guns, 240 h.p. Yangtze.
Brabant, gunboat, 710 tons, 900 h.p. Lieut. Comdr. B. E. Pritchard, Hongkong.	Li-Comdr. J. Heestwood-Nash, West River.
Britannia, gunboat, 710 tons, 900 h.p. Lieut. Comdr. W. H. Darnley, Canton.	Rosario, depot ship for Submarines, 960 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 f.d., Comdr. Hugh P. E. T. Williams, Shanghai.	Sandpiper, river gunboat, 35 tons, 2 guns, 240 h.p. Lieut.-Comdr. I. A. S. H. Hutton, West River.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	Snipe, river gunboat, 35 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtze.
Olio, British sloop, 1,070 tons, i.h.p. 1,400 Comdr. Mackenzie, D.S.O., Penang.	Taka, torpedo boat destroyer, 395 tons, 6 guns 5,000 h.p., Gunner W. H. Ryder, Hongkong.
Fame, torpedo boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt.-Comdr. Wilkin- son, Hongkong.	Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hong- kong.
Flora, 430 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., Hongkong.	Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut.-Comdr. Hon. Gay Stopford, Chung- king.
Hamphire, 10,850 tons, 21,000 f.d., 14 guns Captain Warren Rowley Hill, Hongkong.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dorimer, Hankow.
Keut, armoured cruiser, 9,800 tons, 16 guns i.h.p. 22,000, Capt. Allen T. Hunt C.S.L. Weihaiwei.	Uster, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Yangtze.
Kinsu, 610 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryat, Hankow.	Virago, torpedo boat destroyer, 395 tons, 6 guns 5,300 h.p., Lieut.-Comdr. Harold D. Adair- Hall, Hongkong.
Mordin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pascoe, en route Labuan.	Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns Comdr. Seymour, Yangtze.
Nicator, armoured cruiser (flagship) Vice- Admiral T. H. Jerran, C.B., i.h.p. 27,000, Capt. E. B. Kid, i.h.p. Yokohama.	Whiting, torpedo boat destroyer, 350 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. E. Neville, Yangtze.
Monmouth, armoured cruiser, 4,300 tons, i.h.p. 22,000, Capt. D. H. F. Bartlett, M.V.O., Yokohama.	Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. and Comdr. J. C. F. Borrett, Kaitung.
Moon, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. Allen Dixon, West River.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yang- tze.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Robin W. Lloyd, Hankow.
Nightingale, river gunboat, 35 tons, 240 h.p. Lt.-Comdr. Malcolm Murray, R.N., Yang- tze.	Submarines:—
Otter, torpedo boat destroyer, 385 tons, 6 guns, 5,300 h.p., Lieut.-Comdr. Chambers, Hongkong.	No. 35, Godfrey Herbert, Lieut.-Comdr.
	No. 37, A. A. L. Fenner, Lieut.-Comdr.
	No. 33, J. P. A. Cadington, Lt.-Comdr.
	T.B. 35, Lt.-Com. Hanley, Hongkong.
	T.B. 36, Lt.-Com. Stillman, Hongkong.
	T.B. 37, Lt.-Com. Nicol, West River.
	T.B. 38, Lt.-Com. Seymour, Hongkong.



# TEPLITZ WATER

A MOST FAVOURABLE OPPORTUNITY.  
A delicious refreshment when taken PLAIN or mixed with  
WHISKY, BRANDY, WINE or FRUIT JUICE.

!!! 10 Cents a Bottle !!!

ALMOST JUST AS CHEAP AS  
SODA WATER

SPECIAL PRICE:

Per Case of 100 Pints

Hongkong Dollars 10.-

Telephone 960.

**HUGO C. A. FROMM,**

20, DES VUEX ROAD CENTRAL, 1st Floor.

Hongkong, 5th May, 1913

## NOTICE POST OFFICE

The *Delta*, with the English Mail, left Singapore on Saturday, the 3rd inst., at 3 p.m., and is expected to arrive here to-morrow, at 6 a.m. This packet brings the parcel mails closed in London for despatch by the Siberia route on the 2nd April, and for despatch overland on the 9th April.

The *Zingis* is expected to arrive here to-morrow, with the London Mail (via Siberia) of Friday, the 18th April.

The *Montevideo*, with the Canadian and American Mail (ex *Manchuria*), is expected to arrive here on Saturday, the 10th inst.

FOR	FEE	DATE
Hongkong	Wingang	Wednesday, 7th, 9.00 A.M.
Swatow	Bamun	Wednesday, 7th, 10.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand via Thursday Island	Isaba Maru	Wednesday, 7th, 11.00 A.M.
Japan via Nagasaki	Kumano Maru	Wednesday, 7th, 1.00 P.M.
Swatow, Amoy and Foochow	Kofu Maru	Wednesday, 7th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 7th, 3.00 P.M.
Shanghai	Phuamph	Wednesday, 7th, 3.00 P.M.
Philippine Islands	Bull	Wednesday, 7th, 4.00 P.M.
Straits, Borneo and India via Calcutta	Derwange	Wednesday, 7th, 4.00 P.M.
Sandakan	Tosa Maru	Wednesday, 7th, 5.00 P.M.
	Mausang	Wednesday, 7th, 5.00 P.M.
Hollow, Haiphong, Pakhoi and Saigon	Carl Diederichsen	Thursday, 8th, 9.00 A.M.
Hollow, Haiphong, Pakhoi and Saigon	Hanoi	Thursday, 8th, 9.00 A.M.
Japan via Kobe	Ali Maru	Thursday, 8th, 10.00 A.M.
Macao	Sui Tai	Thursday, 8th, 1.15 P.M.
Shanghai and North China	Luchow	Thursday, 8th, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Delta	Thursday, 8th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 9th, 10.00 A.M.
Japan via Kobe	Toriko	Friday, 9th, 11.00 A.M.
Swatow, Shinghai, and North China	Choyang	Friday, 9th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Choyang	Friday, 9th, 11.00 A.M.
Macao	Sui Tai	Friday, 9th, 1.15 P.M.
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin	Taiwan	Saturday, 10th, 10.00 A.M.
Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples		
Late Letters 11.00 to Noon. Extra Postage 10 cents.		
(Supplementary mail on board up to the time fixed for departure of the mail)		
Extra Postage 10 cents.		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed on Friday, the 9th inst., at 5 p.m.		
Philippine Islands	Loonang	Saturday, 10th, 1.00 P.M.
Macao	Sui Tai	Saturday, 10th, 1.15 P.M.
Shanghai, Pakhoi and Saigon	Kailan	Saturday, 10th, 5.00 P.M.
Shanghai and North China	Lima	Saturday, 10th, 5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Kueichow	Sunday, 11th, 9.00 A.M.
Taiwan, Weihaiwei, Chefoo and Tientsin	Haiman	Sunday, 11th, 9.00 A.M.
Swatow	Batung	Sunday, 11th, 10.00 A.M.
Japan via Kobe	Haitung	Sunday, 11th, 10.00 A.M.
Swatow, Amoy and Foochow		

PHILIPPINE ISLANDS, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO

STRAITS, BORNEO, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and Europe via NAPLES

Shanghai, North China, and Japan via Kobe

Philippine Islands, Amoy, Yip, Friedrich, Wilhelmshafen, Batavia, Herberthshof, Matupi, Australia, Tasmania, and New Zealand via Brisbane

Philippine Islands

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and Europe via NAPLES (Late Letters 11 to Noon Extra postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

## COMMERCIAL

### CLOSING QUOTATIONS, May 6th

ON LONDON:—	
Telegraphic Transfer .....	2 1/2
Bank Bills, on demand .....	2 1/2
Bank Bills, at 30 days' sight .....	2 1/2
Bank Bills, at 4 months' sight .....	2 1/2
Credits, at 4 months' sight .....	2 1/2
Documentary Bills 4 months' sight .....	2 1/2
ON PARIS:—	
Bank Bills, on demand .....	2 3/4
Credits, at 4 months' sight .....	2 3/4
ON GERMANY:—	
On demand .....	206
ON NEW YORK	
Bank Bills, on demand .....	48 1/2
Credits, at 60 days' sight .....	49 1/2
ON HONGKONG:—	
Telegraphic Transfer .....	149 1/2
Bank, on demand .....	150
ON CALCUTTA:—	
Telegraphic Transfer .....	149 1/2
Bank, on demand .....	150
ON SHANGHAI:—	
Bank, at sight .....	72 1/2
Private, 30 days' sight .....	73 1/2
ON YOKOHAMA:—On demand .....	98 1/2
ON MANILA:—On demand—Peeco .....	98 1/2
ON SINGAPORE:—On demand .....	86
ON BATAVIA:—On demand .....	12 1/2
ON HARBURG:—On demand .....	12 1/2
ON BANGKOK:—On demand .....	76 1/2
SUBVENSIO, Bank's Buying .....	100
GOLD LEAF, 100 tins, per tael .....	85 1/2
BAR SILVER per oz. .....	87 1/2